

# MEETING OF THE TRANSPORTATION AUTHORITY OF MARIN

**THURSDAY, JUNE 24<sup>TH</sup>, 2004**

Commissioners Present: Cynthia Murray, Marin County Board of Supervisors  
Steve Kinsey, Marin County Board of Supervisors  
Annette Rose, Marin County Board of Supervisors  
Susan Adams, Marin County Board of Supervisors  
Hal Brown, Marin County Board of Supervisors (*until 8:45 p.m.*)  
Lew Tremaine, Fairfax Town Council  
Jerry Butler, Belvedere City Council  
Joan Lundstrom, Larkspur City Council  
Barbara Heller (Alternate for Mayor Boro), San Rafael City Council  
Alice Fredericks, Tiburon Town Council  
Dick Swanson, Mill Valley City Council  
Pat Eklund, Novato City Council  
Peter Breen, San Anselmo Town Council  
Amy Belser, Sausalito City Council

Commissioners Absent: Melissa Gill, Corte Madera Town Council  
Tom Byrnes, Ross Town Council

Staff Members Present: Craig Tackabery, CMA Executive Director  
Dean Powell, Principal Transportation Planner, Marin County DPW  
Jack Baker, Senior Transportation Engineer, Marin County DPW  
Tho Do, Associate Civil Engineer, Marin County DPW  
JeriLynne Stewart, Recording Secretary

**Chairman Steve Kinsey called the Transportation Authority of Marin Meeting to order at 7:45 p.m.**

1) Commissioner Matters Not On The Agenda

Chairman Steve Kinsey moved item #6 – the Transportation Sales Tax Expenditure Plan - on the Agenda to the #4 position.

Chairman Kinsey welcomed Jerry Butler of Belvedere as a TAM commissioner.

Commissioner Cynthia Murray said a campaign committee, named *Go Marin Go*, has been formed to help ensure the passage of the Sales Tax Measure. The Committee is in the process of selecting a consulting team.

Chairman Kinsey reported on the state budget and acknowledged the significant efforts of several of our community stakeholders and groups, such as the Center for Independent Living, and Craig Yates, of MTC's Advisory Council. He said MTC worked diligently on behalf of a number of transit districts, including Marin County Transit District (MCTD), the Special Districts Association, the League of Cities, and the Association of Counties, with strong support from community stakeholders, to help publicize the importance of the State's "deal," as it's been called. We were initially looking at 25% cuts from the Transit District's property tax revenues, we are now looking at 3% or less cuts as a result of MTC's and local advocates' work.

2) Approval of TAM Minutes of May 27<sup>th</sup>, 2004

Commissioner Annette Rose referred to corrections needed on the top of the page 4 regarding attendance at a meeting with Caltrans on the U.S. 101/Blithedale off-ramp project. **Commissioner Rose motioned to approve the minutes, with the adjustments suggested. Commissioner Pat Eklund seconded the motion. Motion passed 14/02.**

3) Executive Director's Report

Executive Director Tackabery explained that when the BCDC issued a permit for the Corte Madera Creek section of the Gap Closure project, one of the requirements was to set aside \$400K for bike & pedestrian improvements, and that TAM would be the trustee of that money. We just received the check this week and put it into a trust account.

At the May 27<sup>th</sup> meeting, TAM adopted an Initial Project Report (IPR) for the Greenbrae Project. Yesterday, MTC adopted guidelines on how the money will be programmed. Staff will PROVIDE a request for funding to MTC at the July TAM meeting.

*(Note: Order of agenda items altered.)*

6) Transportation Sales Tax Expenditure Plan

- a) Adoption of the Final Plan and Transactions and Use Tax Ordinance, including Final Ballot Measure Language

Executive Director Craig Tackabery explained that there is one requirement in order to adopt this plan; it required 50% of the population from 50% of the cities/towns, and approval of the Plan by the Board of Supervisors. He announced that we have unanimous approval from all of the cities/towns and the Board. Since we published the packet, we spent a lot of time with our counsel and our outside counsel, revising the ballot language several times.

Chairman Kinsey said that the impact ballot language can have on voters was discussed, and that choice of language can mean a difference of several percentage points. Our pollster, working closely with our consultants and staff, is putting this forward to us, indicating that this is the one that will get TAM as much as it's going to get out of the language and still reflect accurately the substance of the 20-year Plan.

Chairman Kinsey strongly suggested the Commissioners adopt the Plan as it is proposed under its current version.

Executive Director Tackabery clarified a concern that by adopting the Ordinance TAM adopts the language and the Plan together. Substantive changes cannot be made to the Plan as it has been approved by all of the cities, towns, and Board of Supervisors as written.

Commissioner Dick Swanson voiced concern about specific language, which implies to the voters that we are going to improve the transit system, implement a shuttle service, and improve regional service to San Francisco. He would not like to see a situation where we pass the local sales tax, yet when we come to the local bus service component, we are not going to be able to substantially improve service. Commissioner Swanson is comfortable with language indicating we maintain and preserve service, and salvage what we have.

Commissioner Pat Eklund spoke to staff prior to meeting, voicing her concern about reordering certain language. An option discussed was to keep the Executive Summary to two pages, with larger type,

and the actual Plan could begin on page 3. Chairman Kinsey said he would ask staff to investigate this possibility.

Commissioner Cynthia Murray stressed the fact that TAM will do a Strategic Plan for the transportation sales tax on how everything is to be defined. She said that at that time, there would be opportunity to propose and adopt enhancements to the transit component. She agreed with Commissioner Swanson that TAM needs to be conservative and cautious in what we are telling Marin constituents we can provide. We are dealing with a 20-year period; that is ample time to augment necessary components of the Plan. By gaining local control, we will be able to do more than we have ever been able to do in the past, and I am more than optimistic that we will be able to do more than simply maintain our transit system.

Dave Schonbrunn of TRANSDEF said he read and re-read the language pertaining to maintenance of effort for Golden Gate Transit (GGT). He felt there is a need to cap the contribution going to GGT. Otherwise, funds going to GGT would end up dropping into a black hole. This is the area where TAM can consider if it is maintaining the local transit system or is it making improvements. It does not have to be in the ballot measure yet the TAM Board should be thinking about it. He sees that capping the funds is the only way to put more service on the streets. Secondly, what happens if the economy gets worse and GGT's toll revenues go down? He said that this is what happened in the Santa Clara Valley.

Chairman Kinsey commended the TAM Board for its endurance, extending across all agency members and our remarkable staff. He said during the sometimes-cumbersome process of composing the Plan, staff felt we had done enough outreach. With strong leadership by Peter Breen and Dick Swanson, we were able to create Citizen Advisory Committees in 5 different geographic areas. We have three new members on our Board this year, Melissa Gill, Pat Eklund, and Jerry Butler, who contribute a fresh set of eyes through which to see a stronger Plan made. In Sonoma County, the process of putting a sales tax on the ballot just began last week; in Napa County, they have been troubled with a divided Board of Supervisors and conflicts within their Transportation Authority; in Solano County, the same thing is happening. In Marin County, the over-focusing on process, in this instance, is paying off, because we do have across-the-board support for our Plan. All of our approvals are in place; we resisted the urge to just "get on with it." Now the time has come for us to get on with the campaign.

**Commissioner Cynthia Murray motioned to adopt the final Plan TAM Transactions and Use Tax Ordinance 2004-01, including Final Ballot Measure Language. Commissioner Susan Adams seconded the motion. Motion passed unanimously 13/0/2.**

Mrs. Patrick J. Murphy with the Sound Wall Noise Abatement Committee said that she and her husband thanked TAM for its hard work in getting this on the ballot and that they will work harder than ever to get this measure passed. She also thanked Chairman Kinsey, Commissioner Adams, Commissioner Al Boro, and consultant Dave Hyams for their hard work.

b) Report on Outreach and Education Activities

1. Ballot Measure Schedule Update and November 2004 Election Calendar for District Measures

Executive Director Craig Tackabery said that in July, the Board of Supervisors would act to put this on the ballot. The last day to submit this to the Elector is August 6<sup>th</sup>, 2004 to be on the November 2<sup>nd</sup> ballot. We included the schedule of ballot measures, plus dates on which absentee voter ballots are mailed.

2. Media Clip List

Chairman Kinsey thanked Dave Hyams for his tremendous efforts in supplying the media with all of the pertinent information to get this Plan passed.

- 4) Commissioner Reports
  - a. SMART – Commissioner Rose

Commissioner Rose said the agenda item at the last SMART Board meeting to place a quarter-cent sales tax on the November, 2004 ballot did not pass. It required three affirmative votes each from Marin and Sonoma counties in order to qualify for the ballot by State law, and did not receive votes from the Marin County representatives or the Napa County SMART Board representative. Marin County representatives pledged that they will support any future date to put this measure on the ballot. It was suggested that it go on the November, 2006 ballot, and will be voted on as to whether this should happen at the July, 2004 SMART Board meeting.

Commissioner Peter Breen said a tremendous amount of thanks should be offered to many people who worked on this between May and June; it was a difficult month. We need to acknowledge that Lynn Woolsey and her staff we involved in working discussions to mitigate concerns from whatever the result was going to be. He said thanks should also go to Commissioner Al Boro for his efforts to work toward a solution acceptable to all.

Commissioner Breen suggested that what is proposed by SMART in July is brought to TAM later in the fall for consideration.

Commissioner Amy Belser said that during the MCCMC meeting last night, she brought up the fact that SMART's decision to postpone putting a measure on the ballot was an intricate, delicate negotiation. The statesmanship exhibited is what saved the day. Both proposals need to go forward, yet they need to go forward in an orderly fashion (as they are now).

- b. Marin-Sonoma Narrows Policy Advisory Group (PAG) – Commissioner Murray

The PAG did not meet recently; Commissioner Murray introduced Yader Bermudez of Caltrans to update TAM on the project.

#### 1. Phasing and Scheduling Update – Yader Bermudez, Caltrans

Mr. Bermudez initially gave the results of his research from questions at last months' meeting. Pertaining to the fixture/signage on Highway 37 as part of Caltrans' traffic operations system, he said Caltrans would install one changeable message sign (near Atherton) plus 7 cameras and 7 monitoring stations along the entire corridor, which will be scheduled during 2005-06.

Park n' Ride lots, when built by the State, are funded by the SHOPP. The maintenance can also be part of SHOPP. When built locally, the lots are built under encroachment permits and are funded locally. Caltrans delegates maintenance of the lots through the cooperative agreement process.

Regarding pullouts along Shoreline Highway and/or West Marin areas, Caltrans does not have projects scheduled. They would, however, be willing to consider the projects if Marin provides the funding.

The issue of installing a glare screen on top of the barrier along Highway 37 was also mentioned. Caltrans has been raising the height of barriers for visual protection during the past few years. Old standards were to build barriers 32-inches high. Highway 37's barrier does not meet even the latest standards, which are now 60-inches in height; its barrier is actually 50-inches.

Mr. Bermudez gave an overview of Caltrans' (Sonoma-Marin Narrows) Project Location and Scope. He listed the nine elements of the Project, and detailed the funding plan and corresponding programmed funds. The escalated construction estimate for the entire corridor is \$414M and is scheduled to be completed in 2016. The Project's EIR is scheduled to be completed by July, 2007 and construction start should be July, 2009.

Mr. Bermudez listed current funding details of each project phase, and the recommended sequence of projects. He showed a breakdown of Caltrans' funding strategy for each element of the project, describing the elements and their corresponding roadway, bridges and total costs. Based on operational analysis, the first area to improve will be the northbound HOV lane in Marin from Atherton to Highway 37; the next spot will be the Old Redwood Highway. The third area of improvement is southbound Highway 101 from Windsor to Steele Lane, and so on.

As funds become available, Caltrans will construct each phase of the project. Mr. Bermudez gave a general overview of the environmental issues, impacting the Bay and wetlands, and the proximity to Olompali State Historic Park. Caltrans has completed all of the biology requirements of the EIR. He listed the Project report status, which includes the completion of the draft geometric, staging and earthwork; the completion of the preliminary estimate; the ongoing access issues for Olompali Park; and, the completion of the initial EIR.

Mr. Bermudez showed the preferred architectural and aesthetic themes of the Redwood Landfill Flyover, and the bridge elements, including rock, color and treatment options.

Commissioner Murray questioned what Caltrans' construction plan is to minimize commute traffic/congestion; how will commute traffic not be impacted? Mr. Bermudez said that since there will be widening projects all along the Highway 101 corridor, typically they build the median and put K rail and HOV lanes there. Work is done mainly at night. There will be some commute traffic impact along the Marin-Sonoma Narrows due to the realignment of the lanes.

Commissioner Heller said that in San Rafael's experience, it would be prudent to add a right-of-way escalation/cost of living increase into their funding estimates. It will cost a lot more than Caltrans' proposed \$9M, over the course of 12 years. Mr. Bermudez said that most of the work is within existing right-of-way.

Dave Schonbrunn of TRANSDEF said he and his colleagues are very opposed to this project as it is the antithesis of smart growth, in terms of encouraging dependence on vehicles for long distance travel. He said ISTEAs require the study of all modes, and that the scope of the EIR has been illegally narrowed to only a 'highway mode.' TRANSDEF requested that the EIR/EIS include the study of a rail alternative, yet were denied their request. Mr. Schonbrunn asked that TAM instruct staff to meet the legal conditions of an adequate EIR now.

CALTRANS was asked if the EIR intended to cover a HOV toll lane in this corridor. Mr. Bermudez said it is an issue open for discussion. He said they would present their research and decide whether to proceed based on practicality and physicality. Bicycle paths on the shoulders along the corridor are also being studied. As a follow-up, Chairman Kinsey asked staff and Commissioner Murray to think about what, if any, input TAM might wish to make to the Sonoma-Marin Narrows Policy Advisory Group. Executive Director Craig Tackabery said that staff has been working toward matching the ITIP funding for each cycle, on which this project relies. Staff has been discussing MOU's, which, if locked in, will solidify the relationships of funding over long periods.

Margaret said that during the discussions of the Countywide Plan, she recalled that there was a portion of this project to be designated as a scenic highway. The suggestion was made to the Policy

Advisory Group and Caltrans reviewed the possibility. Commissioner Murray responded by saying it would not, however, bring the County money, and prohibits billboards, which are already prohibited; there would not be a lot of gain by designating areas as a scenic highway.

The next PAG meeting will be held August 19<sup>th</sup> in Novato.

#### 5) Update on the Marin County Transit District (MCTD) Budget

Marin County Transit District (MCTD) Manager, Amy Van Doren, presented a preview of the District's budget presentation being made Tuesday to the Board of Supervisors. The budget will be adopted and a public hearing held July 13<sup>th</sup>.

The preliminary budget has a deficit of over \$1M through June 2005. This budget deficit is due to a structural problem that has developed during the past 2 to 3 years. The Transit District is primarily funded through a fixed percentage of Marin's property tax. Demand for service in recent years has risen, and the cost of providing service has risen as well. Beginning in 2002, the District has been asked by its contractor, Golden Gate Bridge, Highway, and Transportation District, to provide additional subsidy for the Marin local fixed route system traditionally supported by TDA State sales tax dollars.

The future depends on the approval of the Transportation Sales Tax in November. Therefore, the MCTD is developing a 6-month operating budget and two plans, in preparation for the outcome of the election. The first plan will look at a phased reduction of fixed route and paratransit services for implementation in January 2005 that will address the lack of funding if the sales tax does not pass. To meet public and stakeholder notification requirements, the Transit District will hold public hearings in September. The second plan will be a strategic plan to inform TAM of the District's funding priorities. If the tax does not pass, there will be some difficult decisions to be made, such as substantial service reductions and fare increases, likely including the elimination of weekend and evening service on local routes.

Ms. Van Doren urged TAM to work with the MCTD to secure funding and implement the vision of the transit portion of the Transportation Sales Tax Plan. She suggested that TAM consider forming a joint committee with the MCTD to work on budget issues, including development of the strategic plan and prepare for the passage of the sales tax.

Commissioner Eklund questioned whether local governments could pass a deficit budget. Ms. Van Doren said the District is required by law to pass a balanced budget. Commissioner Eklund asked how the District proposes to balance its budget if there is a \$1M deficit. Ms. Van Doren replied that the District just submitted a grant application to the Marin Community Foundation today for additional funding, and will be looking to outside resources to assist in balancing its budget.

The MCTD Board made the decision to adopt a 6-month operating budget, realizing a \$510K deficit through the end of 2004, and requested the County potentially provide sources of funding in the event the Marin Community Foundation does not act favorably on the District's behalf. Chairman Kinsey said the Board of Supervisors and the MCTD Board understand the legal requirement to have a balanced budget and are making the commitment to work toward that for this next 6-month period. Chairman Kinsey stressed the importance for TAM - the allocating agency - to understand the financial needs of the District, and to work with the District.

A joint committee featuring TAM and MCTD Board members will be effective, according to Chairman Kinsey, in receiving options for additional sources of funding. He asked for 2 or 3 TAM Commissioners to consider meeting 2 or 3 times before the beginning of September to familiarize themselves with the MCTD and its budget and how the allocation of sales tax dollars to the District

could be organized. He suggested bringing a report back to TAM in September. If there are no volunteers, Chairman Kinsey will begin making telephone calls.

Commissioner Rose said that MCTD suggested inviting a city official, Dick Swanson, to join the District in negotiating with the Golden Gate Bridge, Highway, and Transportation District for service contracts. Chairman Kinsey said there is a wide gap between the economic interests of both Districts.

Commissioner Heller took the issue above to the MCCMC meeting last night in an effort to begin discussion about the need for outside sources of funding for the MCTD. The local transit services are enormously weighted to the cities and towns of Marin County.

- 7) Continued Review Draft Administrative Code (AC) Policy Issues: First Reading of Administrative Code Ordinance by Title Only and Schedule Merit Hearing for July 22, 2004

Chairman Kinsey pointed TAM Commissioners toward the unresolved Draft Administrative Code (AC) Policy Issues. The question as to what constitutes an ex-officio member was raised; does an ex-officio member need to be an elected official? Does TAM want to have representation from other transportation bodies? If so, TAM cannot have elected officials as ex-officio members. Therefore, it was decided to remove the requirement of 'elected official'.

Policy section #103.1 pertaining to the requirement of affixation of a Seal, was questioned by Commissioner Boro at the last meeting. No action taken.

Policy section #103.4 pertaining to specificity of limiting the times of day during which standing Board meetings and full Commissioner meetings are held, was discussed. Chairman Kinsey said there must be a way to provide for more public participation in Board discussions without being limiting. Commissioner Lundstrom said to indicate "... to encourage maximum participation from the public" and to ensure flexibility of meeting time. Commissioner Swanson said his experience was that other county CMA's meet in the afternoon to encourage public attendance; yet we may wish to strive to meet in the evening for the exact same reason. Commissioner Eklund felt it important to conduct meetings during the evening to accommodate the working public. Chairman Kinsey said there was broad agreement to hold TAM meetings in the evenings, yet they should also be flexible enough to not be bound to evenings or weekdays only. Staff was directed to craft the language for this agreement.

Commissioner Fredericks said that regarding the standing Board meetings, we should really let that particular body of members/Commissioners decide when they should meet.

Policy section #104.1(a) pertaining to alternating the Chair and Vice Chair positions between the Board of Supervisors and the city and town council Commissioners, was open for discussion as to whether the Chairs rotate annually, and whether the Chairs rotate between a city or town and County representative. The issue was whether the rotating function is advisory or mandatory. Commissioner Fredericks said whether the chair position is determined by a vote of the body or by rotation, TAM should consider whether the chair position should continue to be held by a member of the Board of Supervisors, or, whether eligible candidates should include TAM members from the cities and the towns.

Commissioner Heller suggested the best language is to use the least restrictive language. We want this language to be upheld for 20-years and therefore it should be left up to the Body each year. She felt it necessary to specify there is an election yearly, yet not to specify that TAM must change the Chair, and leave it up to the will of the Body. Commissioner Susan Adams supported this suggestion as well.

Commissioner Eklund suggested alternating between a city Chair and a County (Board of Supervisor) Chair. We can have flexibility, too, yet share the responsibility between local governments.

Policy section #104.2(b)(1), pertaining to membership of the Executive Committee, featured a discussion about geographic balance and specificity as to who the five at-large Commissioners should be. Dean Powell stated that at the last meeting, the general direction of the Board was to include geographic balance, yet the Board did not give specific direction on how to define this balance. To maintain flexibility, he suggested leaving the definition of the membership to the discretion of Board without specifying who the five at-large members are.

Chairman Kinsey said that the Executive Committee should have seven members, consisting of the Chair, Vice Chair, and five at-large Commissioners. He suggested that the five at-large Commissioners could represent the five planning areas in the County: Northern Marin, Central Marin, Ross Valley, Southern Marin, and West Marin.

Commissioner Heller clarified with staff that Executive Committee meetings would be subject to the Brown Act, open to the public. Chair Kinsey further clarified that Ex Officio members would be able to participate in Executive Committee discussions.

Commissioner Eklund clarified that a Commissioner from one of the planning areas could either be a member of the Board of Supervisors or a City or Town Council member. Commissioner Eklund suggested that language be added to ensure that "a Commissioner from the Board of Supervisors who represents West Marin" is on the Executive Committee.

Commissioner Adams suggested that the Executive Committee include two Commissioners from the Board of Supervisors and five Commissioners from the City and Town Councils. She suggested that two of the at-large Commissioners could be Commissioners from the Cities of Novato and San Rafael.

Chair Kinsey directed staff to develop final language to ensure that the committee: (1) consists of two Commissioners from the Board of Supervisors and five Commissioners from City and Town Councils; (2) includes, at a minimum, the Chair and Vice Chair; and (3) maintains a geographic balance with one representative from each of the five planning areas of the County: Northern Marin, Central Marin, Ross Valley, Southern Marin, and West Marin.

Policy section #104.3(b) Staff recommended this section, pertaining to the League of Women Voters, not be changed since it's based on language already adopted in the Sales Tax Expenditure Plan. Commissioner Murray stated her reason for having concern about this issue was that the League of Women Voters helped to create the Citizens Oversight Committee and is also serving on that Committee. She thought it was a potential conflict of interest. Commissioner Rose said the language does not indicate whether it is the *Marin* League of Women Voters and that it could very well be the *State's* League.

Commissioner Lundstrom said one policy issue would be whether TAM names ex-officio members.

Commissioner Fredericks suggested that regarding policy section #103.5, the last sentence/line read, "cannot take action on any related matters..." Commission Murray suggested it read, "...cannot take action."

Regarding the issue of conflict of interest, Dean Powell explained that staff met with counsel who clarified that reporting requirements for regional boards and/or local councils is inclusive of reporting requirements for Authority Commissioners. Therefore, multiple disclosure statements would not be required.



**Commissioner Murray motioned to request the Clerk read the ordinance by title only and schedule a merit hearing for July 22, 2004.** The Clerk read the title of the ordinance, as follows: An ordinance of the Transportation Authority of Marin enacting an Administrative Code that prescribes the powers and duties of the Authority Chair and Vice Chair, the method of appointing Authority employees, and methods, procedures, and systems of operation and management of the Authority. **Commissioner Belser seconded the motion. Motion passed 13/0/2.**

8) Local Streets and Roads, Surface Transportation Program, Call for Projects

Executive Director Tackabery explained that when staff worked with each city, town, and the County in developing shortfalls for each respective area's roads needs, staff was able to justify the needs and MTC approved a six-fold increase in funding in the Regional Transportation Plan. This is the beginning of that funding. We should expect to be programming about \$1.69M per year until the next RTP update reviews the formulas again. For this first programming cycle, we took into consideration what happened last year with the STIP. As you recall, with the cost increase in the Gap Closure, we were at a point where we had to do something drastic just to keep the project moving and acquire needed right-of-way. We deleted all of the local projects out of the STIP. We used a formula based on the amounts in the STIP that were deleted and gave that to all of the public works directors, who then submitted a project list.

Executive Director Tackabery requested public input regarding the list; staff will bring the list back to TAM in July for adoption, then we can forward the list to MTC to meet their deadline. Mr. Tackabery requested any comments from the Commissioners; we will schedule this item for action in July.

Commissioner Lundstrom said Larkspur's local road, East Sir Francis Drake, received the STIP money before the projects were deleted.

9) Adoption of the Fiscal Year 2004-05 Budget

Chairman Kinsey said he recognized Staff's efforts despite the decrease in city and county contributions, and the fact that we must rely on regional funds available to us through MTC to meet the balance of our budget.

Staff recommended that TAM conduct a public hearing, review and approve the FY 2004-05 Proposed Budget, and accept the FY 2003-04 Financial Report. A public hearing was opened and closed without discussion.

There was a question as to whether TAM receives an audit; Executive Director Tackabery said an outside consultant would independently audit TAM. An audit is currently being conducted and should be available for review soon. The County Auditor recommended the TAM staff contract with an outside auditor.

Commissioner Lundstrom questioned whether Safe Routes to Schools (SR2S) was to be audited. Mr. Tackabery said the outside auditor would only be auditing TAM's books. SR2S is a County program; the CMA Board previously allocated TFCA funds as a grant, which is audited by the Bay Area Air Quality Management District (BAAQMD). Commissioner Lundstrom would like the opportunity to review the results of all audits.

Chairman Kinsey suggested staff acquire a copy of the BAAQMD's review of expenditures and that staff research the independent auditor selection process with the Country Auditor.

**Commissioner Breen motioned to approve the FY 2004-05 Proposed Budget and accept the FY 2003-04 Financial Report. Commissioner Belser seconded the motion. Motion passed 13/0/2.**

9) Open Time for Items Not On the Agenda

Lewis Lim, California State Automobile Association (CSAA), explained that the CSAA has 100,000 members from 50,000 households. Mr. Lim provided an informational brochure, indicating CSAA's interest in the Sales Tax Expenditure Plan. He invited all Commissioners to meet with CSAA's Vice President of Corporate Affairs.

**Chairman Kinsey adjourned the TAM meeting at 9:45 p.m.**